

City Council Introduction: Monday, June 7, 2004
**Joint Public Hearing of the Lincoln City Council
and Lancaster County Board of Commissioners:
Tuesday, June 15, 2004, 4:00 p.m.**

Bill No. 04R-136

FACTSHEET

TITLE: COMPREHENSIVE PLAN AMENDMENT NO. 04013, by the Director of Planning, at the request of Peter Katt for Prairie Homes, to amend the 2025 Lincoln/Lancaster County Comprehensive Plan to change approximately 160 acres from Priority B of Tier I to Priority A of Tier I, generally located between N.W. 12th Street and N.W. 20th Street, from Highway 34 to Alvo Road.

STAFF RECOMMENDATION: Approval.

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: 05/19/04
Administrative Action: 05/19/04

RECOMMENDATION: Approval (6-0: Carlson Marvin, Taylor, Carroll, Krieser and Bills-Strand voting 'yes'; Larson, Sunderman and Pearson absent).

FINDINGS OF FACT:

1. The staff recommendation of approval is based upon the "Status/Description", "Comprehensive Plan Implications" and "Conclusion" as set forth on p.2-5, finding that this area meets the definition of Priority A in that it is contiguous, will be provided with basic infrastructure by the year 2014, with some improvements done in the near term (wastewater), with others in the longer term (water and roads). The Priority A designation will not negatively impact the community's infrastructure plan.
2. Comments submitted by other departments and agencies are found on p.11-18.
3. The minutes of the Planning Commission hearing and action are found on p.6.
4. There was no testimony in opposition.
5. On May 19, 2004, the Planning Commission agreed with the staff recommendation and voted 6-0 to recommend approval.

FACTSHEET PREPARED BY: Jean L. Walker

DATE: June 1, 2004

REVIEWED BY: _____

DATE: June 1, 2004

REFERENCE NUMBER: FS\CC\2004\CPA.04013

2004 COMPREHENSIVE PLAN ANNUAL REVIEW

Comprehensive Plan Amendment No. 04013

April 28, 2004

NW 12th and Alvo Road Priority B to A

Applicant	Location	Proposal
Peter Katt for Prairie Homes	NW 20 th to NW 12 th , from Highway 34 to Alvo Road	Change from Priority B to A land between NW 12 th and NW 20 th , south of West Alvo Road
Recommendation: Approval		

Status/Description

This request is a change from Priority B to A approximately 160 acres of land between NW 12th and NW 20th, south of West Alvo Road . The land to the east and west of this application is already designated as Priority A in the Comprehensive Plan. The land to the south is already in the city limits, to the north across West Alvo Road is Priority B.

Comprehensive Plan Implications

The Comprehensive Plan states the following about priority areas on page F 29:

“Top Priority Area

Area generally within the city limits at the beginning of the planning period. There are still significant infrastructure needs within the existing city and areas currently under development. Some larger projects, such as Antelope Valley, will be ongoing throughout the planning period and will require significant infrastructure resources.

Priority A of Tier I

Areas designated for near term development are generally contiguous to existing development and should be provided with basic infrastructure within 12 years of the adoption of the plan. Some of the infrastructure required for development may already be in place. This area includes some land already annexed, but is still undeveloped and without significant infrastructure. Areas with this designation are the next priority for infrastructure programming. Some infrastructure improvements may be done in the near term while others, such as road improvements that are generally more costly, may take longer to complete.

Priority B of Tier I

The next area for development beyond Priority A, which currently lack almost all of the infrastructure required to support development. In areas with this designation, the community will maintain present uses until urban development can commence. Infrastructure improvements to serve this area will not initially be included in the City's CIP, but will be considered in the long term capital improvement planning of the various city and county departments.”

The Comprehensive Plan then addresses how the priority areas are to be used to guide infrastructure financing and utility planning. In particular, on page F 29 and 30 the Plan states:

“The principles for prioritization and the individual priority areas are described as follows:

- *The top priority for the City’s CIP is to maintain existing infrastructure, provide for new neighborhood improvements and to complete needed improvements for areas already under development...*
- *In order to implement the Plan Vision, infrastructure should generally be provided in different directional growth areas, depending upon limited financial resources and if there is development interest in the area...*
- *Funds for improvements in new major drainage basins to the southwest and to the east should provide the opportunity for development to begin in these areas within the next 12 years.*
- *Generally, adequate infrastructure improvements should be completed in all Priority A areas where there is development interest prior to beginning infrastructure in Priority B areas.*
- *It is anticipated that there may be some unique circumstances to **warrant consideration of development of land in Priority B**, prior to the full completion of improvements in Priority A. The community will consider development in a sub-basin in Priority B areas, before completing the infrastructure in Priority A areas, if all of the following conditions are met:*
 - 1) the project is contiguous to the City and proposed for immediate annexation, and is consistent with principles of the Comprehensive Plan,*
 - 2) the developer provides information demonstrating how the necessary infrastructure improvements to serve the sub-basin would be provided and financed. The City shall contact other public agencies to obtain their report on the infrastructure necessary to serve the sub-basin including utilities, roads, fire service, public safety, parks, trails, schools and library needs.*
 - 3) the impact that development in the sub-basin will have on capital and operating budgets, level of service, service delivery and Capital Improvement Programs is addressed,*
 - 4) there is demonstrated substantial public benefit and circumstances that warrant approval of the proposal in advance of the anticipated schedule.” (Emphasis added)*

Technically, the applicant is not asking for improvements in Priority B to be done prior to Priority A as stated above. In this amendment the applicant is only requesting this area be added to Priority A. However, the applicant has stated that if this proposal is approved, they intend to work with the City on further details of how this project might be funded in the next one to two years. Thus, it is worth considering the four criteria mentioned in the Plan in regards to this proposal for a change from Priority B to A:

- 1) The land is contiguous to the city and the developer is proposing annexation.
- 2) The City has contacted other agencies for comments on service implications of this proposal. In general, the implications are relatively minor on the near term infrastructure financing and utility planning since most of the infrastructure to serve this 160 acre proposal is already planned for since the adjacent land to the east and west is in Priority A.

Wastewater: Public Works and Utilities notes that downstream improvements are required prior to development on this site. The draft 2004 CIP proposes completion of these improvements in 2007. However, the financing of these improvements are based on several rate increases over the next few years. Service to this site will be from an existing 15 inch line in NW 27th, just north of Highway 34.

Water CIP: There are some water mains in the draft 2004 CIP to serve the surrounding area: in N. W. 27th to West Alvo; a main to N. W. 12th & West Alvo. However, Public Works and Utilities notes that the approved Water Master Plan designates a 16 inch main from N. W. 12th to N. W. 20th to serve this specific 160 acre proposal, which is not in the 2004 CIP. The financing of the improvements in the 2004 CIP are based on several rate increases over the next few years.

Arterial Streets: Street improvements are identified for a construction in the next 12 years, but are unfunded at this point. These streets are planned for to serve Priority A land to the east and west of this site. Substantial new funding is needed to build the needed improvements for the City. For this area, needed improvements include:

- N. W. 27th Street, from Hwy 34 to West Alvo Road,
- N. W. 12th Street, from Fletcher Ave. to West Alvo Road, and
- West Alvo Road, from N. W. 12th to N. W. 27th Street.

Public Works and Utilities also notes that this site currently has “very poor transportation access to accommodate urban development.” This site does not have access to Highway 34, N. W. 12th and West Alvo Road from N. 1st to N. W. 12th are unopened at this time. The only access currently is to a gravel road, West Alvo, from N. W. 12th to N. W. 27th. Public Works recommends that approval be withheld “until the transportation access issues can be sufficiently addressed and states: “Moving this area ahead in the urban development priority plan may create programming difficulties since none of the local or arterial roads in this area are programmed.”

County Engineer: notes that the adjacent roads are gravel and that N. W. 27th is graded wide enough now for a 2 lane rural road but that no improvements are planned.

Schools: This land is already designated as residential and Lincoln Public Schools already has an elementary school site to the east in Fallbrook. LPS is also considering building a K-8 school at N. 14th and West Alvo Road, potentially in the next 6 years if a bond issue is approved, that would serve this site. Accelerating the pace of residential development may impact the timing for the need of the elementary in Fallbrook, which is potentially a lower priority for LPS and would not be built in the next 6 years.

Parks: The Parks and Recreation Department notes that the Comprehensive Plan already identifies the need for a neighborhood park for this area in the Plan.

Fire: There is a fire station in the Highlands on N. W. 1st Street, south of West Fletcher.

- 3) None of these departments addressed the impact this proposal might have on operating budgets.
- 4) The applicant has stated that the *substantial public benefit* of this proposal is that it would “accelerate the ability to supply the market place with additional single family lots.” The application further noted that “based upon the existing water/sewer and road infrastructure in this generalized vicinity; this proposed revision makes the most sense for the City to realize its greatest return on its current infrastructure investment.” In general, this application might provide more residential development opportunities in northwest Lincoln in the near term, without a substantial infrastructure investment compared to some other areas.

The Plan also contains a “concurrency policy” on page F 154 that states:

“Public infrastructure — including roads, water, sewer, parks, schools, libraries — is essential to the health, safety and welfare of the community. As the community grows, it is desirable that these systems and facilities be developed concurrently, — that is, at the same time— with that growth.”

Conclusion

In regards to the request to change from Priority B to A, the basic questions are does this land meet the definition of the Priority A and will including it as Priority A negatively impact the City's infrastructure plans :

1. Given utility planning and infrastructure financing plans is the land serviceable by 2014?

Yes, this area, due to the planning underway for the Priority A areas to the east and west can be reasonably expected to be provided with services by the year 2014. The area meets the definition of Priority A in that it is contiguous, will be provided with basic infrastructure within 2014 (12 years from adoption of Plan) with some improvements done in the near term (wastewater by 2007) with others in the longer term (water and roads.)

2. Will the Priority A designation negatively impact the community's infrastructure plans?

No, most improvements to serve this 160 acres are already included in plans for the next 10 years. This change only adds this area to Priority A, it does not place it in the first year of the draft 2004 CIP.

Approval of this amendment includes several important caveats:

- The community already has limited funds to be able to serve the land already designated as Priority A in the Plan — inclusion in Priority A is not a guarantee of financing,
- Addition to Priority A does not mean the land will be included for service in the 6 Year Capital Improvement Program — it only means the land should be served by 2014,
- The 2004 CIP is based on numerous water and sewer rate increases, new financing sources for the arterial streets, continued revenue from impact fees, and approval of general obligation bonds to pay for watershed, park and fire station improvements. If these any of these financing mechanism are not approved or available, then improvements and services to Priority A areas will be delayed,
- It is important that the community move toward the goal of concurrency in improvements — providing utilities to an area in one year, with roads, schools, fire protection and parks lagging years afterward provides citizens with poor service and is contrary to the goals of the Plan.

Amend the Comprehensive Plan as follows:

1. Amend the "Tier I — Priority Areas" map on page F 31, to change the designation from Priority B to Priority A the area as shown on the following page.

Prepared by
Stephen Henrichsen, AICP
Planning Department, (402) 441-6374: shenrichsen@ci.lincoln.ne.us

COMPREHENSIVE PLAN AMENDMENT NO. 04013

PUBLIC HEARING BEFORE PLANNING COMMISSION:

May 19, 2004

Members present: Carlson, Marvin, Taylor, Carroll, Krieser and Bills-Strand; Larson, Sunderman and Pearson absent.

Staff recommendation: Approval.

Proponents

1. **Peter Katt** appeared on behalf of the applicant, **Prairie Homes**. This amendment request to change from Priority B to Priority A is to change a quarter section of ground that lies somewhat stranded between two Priority A's between Fallbrook and what is designated as employment center/industrial north of Kawasaki. Virtually all of the same infrastructure that will serve the Priority A areas needs to be extended to develop this Priority B area. The applicant is proposing to bring it forward as urban residential development. This property will develop as a logical extension of the Fallbrook residential development.

There was no testimony in opposition.

ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

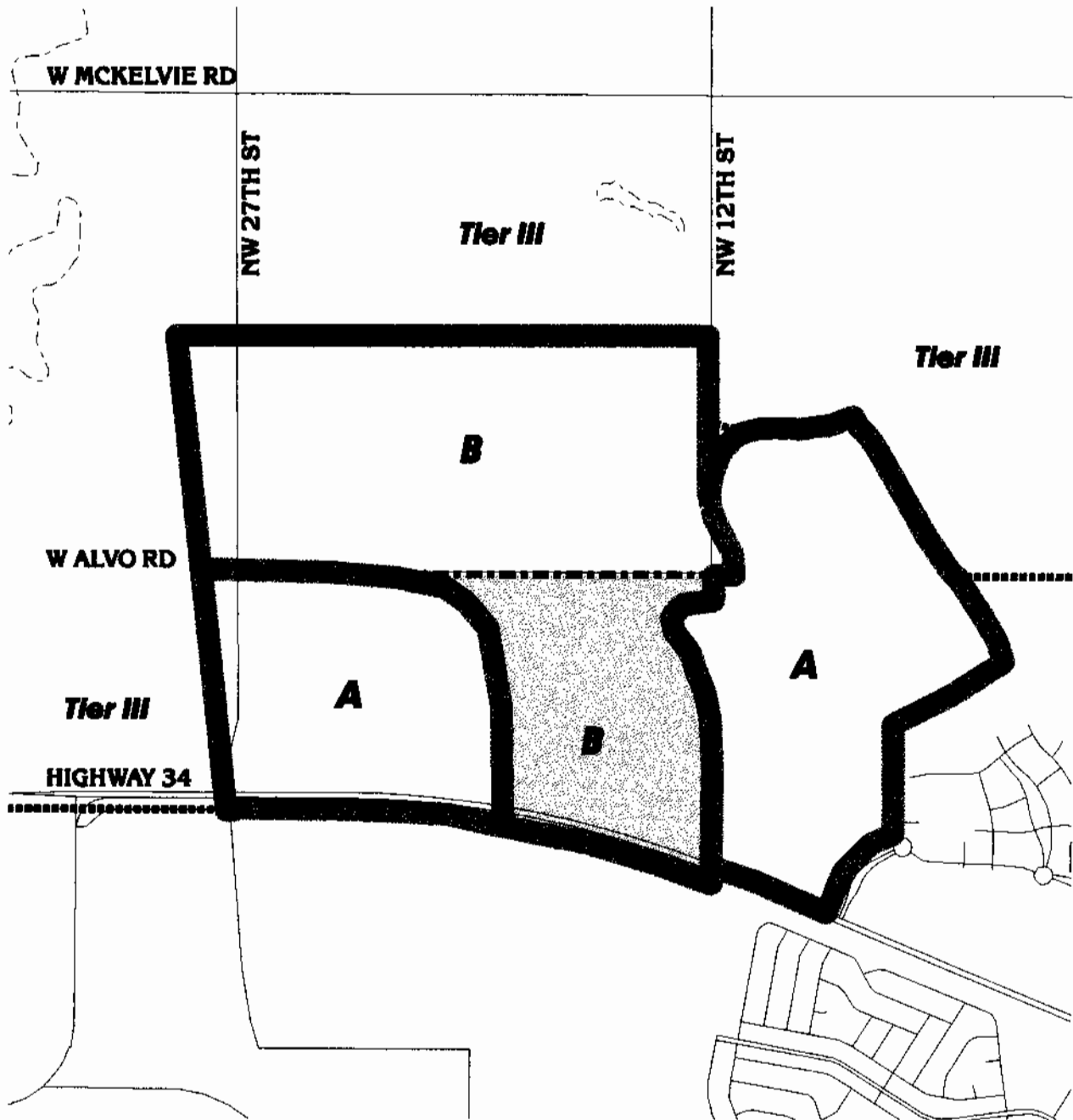
May 19, 2004

Carroll moved approval, seconded by Krieser.

Carlson thinks it is appropriate. We've got some really interesting and creative development going on out there in terms of Fallbrook. He envisions that this developer will look to its neighbors and follow their lead.

Carroll believes it is a good place for smart growth. The utilities will be there so it is a good idea to move forward.

Motion for approval carried 6-0: Carlson, Marvin, Taylor, Carroll, Krieser and Bills-Strand voting 'yes'; Larson, Sunderman and Pearson absent.



NW 27th & W Alvo Rd

Proposed Amendment # 13

-  Future Service Limit
-  Priority Area Boundary
-  Priority Designation
-  Applicant Proposal From Priority B to Priority A



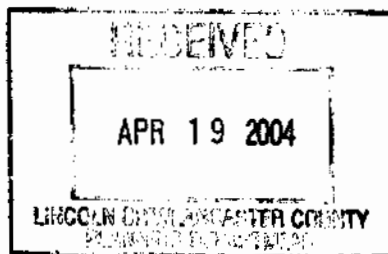
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Jason L. Scott

Gary L. Aksamit
of Counsel



April 16, 2004

Stephen Hendrichson
Planning Department
555 So. 10th Street, #213
Lincoln, NE 68508

Re: *Highlands Prairie Comprehensive Plan Amendment*

Dear Steve:

This letter is intended to finally followup on some of our earlier conversations with regard to the Comprehensive Plan Amendment I filed on the property on NW 27th Street and Highway 34 on behalf of Prairie Homes and the Cook Family Trust. Please consider this letter of request that as to that the Amendment is withdrawn as it relates to changing the designation of the Cook Trust property from Industrial to Residential in the Comprehensive Plan. We are continuing to request, however, that the England property be shown at Tier I Priority A with this change to the proposed amendment, my conflict with Kawasaki is eliminated. Further, the only remaining applicant is Prairie Homes and I am representing the applicant.

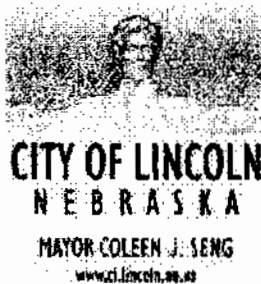
Should you have any questions, please feel free to contact me.

Sincerely,

Peter W. Katt
For the Firm
lawkatt@pierson-law.com

PWK:sb

cc: Darrell Stock
(G:\WPData\PK\Highlands Prairie\5037.800 City Approval\Hendrichsen 4-16-4.ltr.wpd)



LINCOLN/LANCASTER COUNTY

2004

COMPREHENSIVE PLAN AMENDMENT APPLICATION

The use of this application is appropriate when a change to the adopted Lincoln/Lancaster County Comprehensive Plan is desired. The required questionnaire on the reverse side of this application must be completed as well. Applications for the 2004 Annual Review are due to the Planning Department no later than 4:30 p.m. on February 2, 2004.

PART I.

Please print or type.

Date: February 2, 2004

Applicant: Highland Prairie Village, LLC and George Cook Trust

Mailing Address: P.O. Box 95109

City: Lincoln State: Nebraska Zip: 68509

Phone: (402) 476-7621

Contact (if not applicant): Peter W. Katt, Attorney

Mailing Address: P.O. Box 95109

City: Lincoln State: Nebraska Zip: 68509

Phone: (402) 476-7621

Application Fee of \$250.00 to the City of Lincoln.

If applicable, name of general area/location/site which would be affected by this proposed change (Attach additional sheets if necessary.).

North of Highway 34, South of Alvo Road between NW 12th and
NW 27th Streets

Applicant Signature: _____

Peter W. Katt

Date: February 2, 2004

PLANNING DEPARTMENT USE ONLY:

RECEIPT NO. 417501

DATE 2-2-2004

FEE PAID \$250.00

I:\PC\FORMS\CP Amendment App Form.wpd

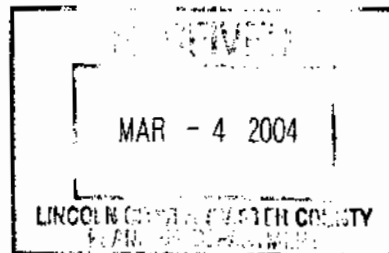
HIGHLANDS PRAIRIE QUESTIONNAIRE ANSWERS

1. The first requested amendment to the Comprehensive Plan is to change the Land Use Plan to designate the entire property as urban density residential, changing the west one-half from industrial to residential. The second request is to change the Priority Area Plan for the east half of the property from Priority B to Priority A. The County GIS Parcel maps for the property are attached.
2. This proposal is a minor adjustment to the current Comprehensive Plan land use and phasing plans that further refines the level of detail based upon more accurate information regarding the subject property.
3. The only impact caused by this proposal is to accelerate the ability to supply the market place with additional single family lots. The market is not currently showing interest in industrial development sites and there is great market demand for single family sites. Based upon the existing water/sewer and road infrastructure in this generalized vicinity; this proposed revision makes the most sense for the City to realize its greatest return on its current infrastructure investment.
4. There is no fundamental change proposed; rather the change refines the current Comprehensive Plan based upon more accurate, detailed information.
5. Unknown. No public meetings are planned.

(G:\WPData\PK\Highlands Prairie 634.001\Comp Plan Amendment App Answers 2-2-4.wpd)

March 3, 2004

Mr. Stephen Hendrichsen
Lincoln-Lancaster Co. Planning
555 So. 10th
Lincoln, NE 68508



Subject: 2004 Comprehensive Plan Annual Review
Proposed Amendments

Mr. Hendrichsen:

We have reviewed the proposed amendments per your February 5 memo and have comments on a few.

**#04013**

The entire area is within the Airport Environs Noise District and so will require aviation easements for any development. The western portion of the area, proposed to change from light industrial and commercial to urban residential, is within the current 65 LDN noise contour, will be within the new 60 LDN and will require building standards. The western edge of the area is within approximately 1,000' of the extended centerline of runway 17, placing it very close to our primary approach path from the north.

We would recommend at the least that the development along the western edge of the property and closest to our extended centerline, remain a land use compatible with the potential noise and visual appearance of low flying aircraft.

Finally, given the nature of aircraft flying in and around the vicinity of the airport, and the fact that this area will be within a noise contour, we would strongly suggest the inclusion of informational signage advising that the area is within the District.

#04014

The area of this proposed development is within an area proposed by our recently completed noise study to be added to our Airport Environs Noise District.

This will require aviation easements for all development within the area. Also given the nature of aircraft flying in and around the vicinity of the airport, we would strongly suggest the inclusion of informational signage advising that the area is within the District.

Lancaster

DON R. THOMAS - COUNTY ENGINEER

County

Engineering

Department

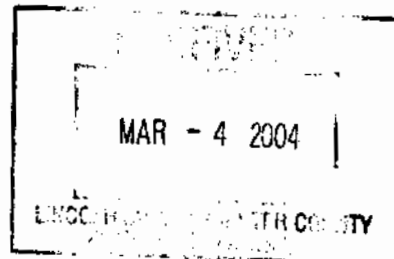
DEPUTY- LARRY V. WORRELL
COUNTY SURVEYOR

March 3, 2004

TO: Steve Henrichsen, Planning
Special Projects Manager

FROM: Don Thomas Don Thomas


SUBJECT: Comp Plan amendment comments



Steve, I would offer the following comments as they relate to those proposed amendments that would have a potential impact on this office:

~~— #4009 - So. 134th & 'A' (northwest corner)~~

~~This proposal has come up before in differing forms and the problems remain the same — road improvements to both 'A' Street and 134th Street. These roads are unprepared to accommodate a low density residential development in their present condition. This area is shown in Tier 3 and the only road proposed for improvements is 'A' Street.~~

 — #4013 - NW 12th & Highway #34 (north from Kawasaki Plant)

NW 27th has been graded from Highway #34 to the Alvo Road as a part of the Kawasaki Plant expansion improvements; but, only wide enough to accommodate a two-lane rural paved road. The road remains a gravel road for the foreseeable future and no improvements are proposed for Alvo Road as a part of the County Road Plan.

~~— #4014 - NW 70th & Superior Street (on the west side of Airpark)~~

~~The County has received requests from two landowners for improvements to both NW 70th (north of Adams Street) and Superior Street (between NW 70th and Airpark) to provide all-weather access. These roads are presently dirt roads and the County's intention is to grade to higher standards and provide aggregate surfacing. The County has been working with the NRD on a dam proposed on NW 70th and the City of Lincoln relative to a proposed development and what type of grading section should be built.~~

~~— #4015 - So. 70th & Yankee Hill Road (southeast corner)~~

~~So. 70th is presently a two-lane paved rural road. Yankee Hill Road has been graded to accommodate a two-lane rural paved road, but remains gravel as the demand is not there for a higher level of surfacing.~~

I believe this covers the appropriate comments regarding the proposed amendments.

012

Proposed Comprehensive Plan Amendment #04012 N. 84th & Adams:

The LLCHD supports this proposed Comprehensive Plan Amendment that could potentially prohibit locating industrial zoning adjacent to residential zoning. The LLCHD has historically advocated against locating residential zoning adjacent to industrial due to the types of uses that are allowed in industrial zoning with the potential for exposure to hazardous materials and/or chemicals.

Proposed Comprehensive Plan Amendment #04013 NW 12th & Highway 34:



This proposed Comprehensive Plan Amendment could possibly locate residential zoning directly north of an industrial zoning district which contains Kawasaki Motors Manufacturing Corporation USA. Kawasaki Motors Manufacturing Corporation USA emits volatile organic compounds and hazardous air pollutants each of which can be sources for odor complaints. Recognizing the prevailing wind direction in the summer months, the LLCHD strongly advises against locating residential zoning north of Kawasaki Motors Manufacturing Corporation USA.

development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan. This would allow for development of a playground and play court.

It is recommended that a future neighborhood park be added in this area.

Number 04012

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the proposed urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan. The parkland could be located within the floodplain area of Stevens create consistent with the intent expressed within the Comprehensive Plan for neighborhood parks to serve multiple functions, such as storm water management.

A future neighborhood park is presently depicted for this area.

Number 04013

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the area proposed for urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan.

A future neighborhood park is presently depicted for this area.

Number 04014

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the area proposed for urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan.

It is recommended that a future neighborhood park be added in this area.

Number 04015

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the area proposed for urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan.

A future neighborhood park is presently depicted for this area.

Number 04018

An undeveloped regional park site, Jensen Park, is located southeast of the intersection of So. 84th Street and Yankee Hill Road. A City communications tower is located in the southeast portion of the site. The communications tower is accessed via a service road extending along the


Amendment 04011 — SW Corner of 84th and Hwy 2

75% of the proposed area in this amendment is in Tier I Priority A and 25% is in Tier 1 Priority B. The proposed area in this amendment can be served by connecting to the end of the existing 15" main located at South 70th and Hwy 2 and Pine Lake Road. An outfall sewer to serve this area would need to be coordinated with sewer services to other possible development areas located south of Highway No. 2 and between So. 75th and 84th St. Right-of-way and easements thru these areas would need to be acquired and agreed upon before service could be extended. An engineering study of all the areas, the proposed area and areas in-between needs to be conducted to determine the most feasible routes and extensions necessary to provide sanitary sewer service and further identify the necessary projects and timing. Achieving the construction projects necessary to serve these areas will require sewer rate increases. These improvements require approval of the CIP in upcoming years. The cost for this 8" line and the connection to the existing line would be at the developers cost. The Theresa Street Treatment Plant has available capacity to serve this development.

Amendment 04012 — N 84th & Adams

The proposed area was originally part of the Regent Heights Area and thus the existing Regents heights sewer would serve the higher portions of the area. The lower portion, that is the eastern and northeastern portions of the area, may have to be served by the future Stevens Creek Trunk Sewer. The Stevens Creek Trunk Sewer is not scheduled to reach this area, Adams Street, until 2012. Achieving the Stevens Creek Trunk Sewer Construction project as listed in the 2003-09 CIP will require sewer rate increases. These improvements require approval of the CIP in upcoming years. Sewers 8" and smaller required to serve this area will be at the Developer's expense. The Northeast Treatment Plant has available capacity to serve this development.

Amendment 04013 — NW 12th & Hwy 34

 This proposal requests that currently designated Tier 1 Priority 'A' and 'B' areas both be connected for service. These areas can be served to the south across Kawasaki property or to the west to an existing 15" line that ends just north of NW 27th and Highway 34 and that connects to the West Highlands Trunk. LWWS prefers that if the areas is served to the west that it would be connected to the existing 15" diameter line at 27th Street just North of Hwy 34. Downstream improvements are required on the existing trunk sewer line that runs south on NW 41st St. To West Mathis St. before this area could be served. These improvements are currently identified in the 2003-09 CIP for completion in 2007. These improvements require approval of the CIP in upcoming years. Achieving the Oak Creek Trunk Sewer Construction project as listed in the 2003-09 CIP will require sewer rate increases. Sewers 8" and smaller required to serve this area will be at the Developer's expense. The Theresa Street Treatment Plant has available capacity to serve this development.

Memo

To: Stephen Henrichsen - Planning
From: Nick McElvain - LWS
Date: March 3, 2004
Subject: Comp Plan Amendment 02004

LWS has the following comments on the proposed amendments as follows:

- 4003 LPS Master Plan - No specific sites were shown, therefore LWS has no comment regarding when or how those sites could be served.
- 4004 Trails Network - LWS has no comment.
- 4005 2025 Road Improvements - LWS has no comment.
- 4006 County Future Road Improvements - As LWS seeks to serve growth areas contained in the Comp Plan, and funding for all of the necessary street improvements is uncertain, it is necessary to obtain full ROW widths early in the process, so that the water mains can be located at such a location that future taps will have the least disruption to the new paving and the traveling public.
- 4007 Category 3 Saline Wetlands - LWS has no comment.
- 4008 Update Acreage - LWS has no comment.
- 4009 S. 134th & "A" - This proposal is beyond proposed 25 year LWS service area.
- 4010 S. 66th & Highway 2 - A 12" main should be extend through this area to provide adequate service and fire protection. The exact alignment will be determined based on the final layout of the site.
- 4011 S. 84th & Highway 2 - A 12" main should be build in Amber Hill Road to provide adequate service and fire protection to this area. The distribution main in S 84th is under contract for construction this year.
- 4012 N. 84th & Adams - A 16" main from 81st to 87th is necessary to provide adequate service and fire protection to this area. This main is schedule for FYE 2007 in the current CIP.
-
- 4013 NW 12th & Highway 34 - A 16" main from NW12 to NW 20th is shown in the LWS Master Plan to serve this area from the Northwest Pressure District. This main is not shown in the current CIP.
-
- 4014 NW 70th & W. Superior - All of the comments contained in the May 22, 2002 memo from Duncan Ross to the City Council are still applicable to this area. In summary, the areas of the proposed development above elevation 1280 cannot be served by the existing system and would require a booster pump. The required 16" mains would be built in the CIP. The 12" mains would be built along with the developments, and would be subsidized by the City. None of these improvements are in the current CIP.

Review of Proposed Comprehensive Plan Amendments
March 4, 2004

Page 12

Comprehensive Plan Amendment: CPA #04013

Proposal: NW 12th Street and US-34 Highway, north side;

- A) change approximately 160 acres between NW12th and NW 20th Streets from Alvo Road to US-34 Highway from Priority B to Priority A, and
- B) change approximately 160 acres between NW27th and NW 20th Streets from Alvo Road to US-34 Highway from Light Industrial and Commercial to Urban Residential.
(This land is currently designated as Priority A)

General Information:

- A) The 160 acres to the east, between NW12th and NW 20th Streets, from Alvo Road to US-34 Highway, currently has very poor transportation access to accommodate urban development. The use of a temporary access to US-34 as the sole access to this area is inadequate and a second paved access to the area is needed. Since direct access will not be allowed to Alvo Road or NW 12th Street when constructed, an internal "collector street" system will need to be developed to accommodate internal traffic circulation to the area. Moving this area ahead in the urban development priority plan may create programming difficulties since none of the local or arterial roads in this area are programmed.
- B) The identification of the 160 acres to the west, between NW27th and NW 20th Streets from Alvo Road to US-34 Highway, as residential does not offer major transportation difficulties but will need an internal "collector street" system to accommodate internal traffic circulation to this area. This system may offer alternative access for the 160 acres to the east.

Conclusions:

1. Staff has concerns with moving the development areas ahead in the phasing program from "Priority B to Priority A" because of the timing of the capital improvements for this area is beyond the 10 year time frame. This creates a conflict between expectations and what road improvements can be delivered.
2. The change in the land uses for the 160 acres between NW27th and NW 20th Streets from Light Industrial and Commercial to Urban Residential is not expected to adversely impact the transportation plan.
3. Both development sites have transportation temporary and long term access issues need to be addressed.
4. An internal "collector street" system will need to be developed to accommodate internal traffic circulation for these areas.

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Recommendation

Withhold the proposal to change the priority and land use designation for these sites until the transportation access issues can be sufficiently addressed. Maintain the current land use phasing program in order to match the timing of roadway improvements.